

# 2025 Active Transportation Program (Cycle 7)



## Central Workshop

November 8, 2023

9:00 am – 12:00 pm







# Goals for Today

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- Recap October 31 Workshop
- Recap of Equity Advisory Committee Briefing
- Discuss Anti-Displacement Resources Appendix
- Discuss Policy Clarifications
- Action Items

# Program Basics

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- Program 4 years of funds
  - Fiscal years 2025-26, 2026-27, 2027-28, and 2028-29
- Anticipate approximately \$555,500 in funding
  - \$100,000 fiscal years 2025-26 and 2026-27
  - \$177,750 fiscal years 2027-28 and 2028-29

# Central Workshop Schedule



Milestone	Date
Wednesday, August 16, 2023 (San Diego CTC Meeting)	Kick-Off (South)
Thursday, September 14, 2023 (North State Super Region)	Kick-Off (North)
Thursday, September 28, 2023	Guidelines
Thursday, October 5, 2023	Guidelines
Wednesday, October 18, 2023 (Madera CTC Meeting)	Guidelines
Tuesday, October 31, 2023	Guidelines
<i>Share Draft Guidelines with Equity Advisory Committee</i>	
Wednesday, November 8, 2023	Guidelines
Thursday, November 16, 2023	Quick Build Program
<i>Finalize Draft Guidelines</i>	
Tuesday, December 5, 2023 (Riverside CTC Meeting)	PSR Equivalency Workshop
Wednesday, January 10, 2024	Applications
Tuesday, February 6, 2024	Scoring Rubrics

# 2025 ATP Virtual Site Visits

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- Availabilities each Tuesday and Thursday beginning October 2023 through March 2024
- Register for a site visit using the online form: <https://forms.gle/AWE5e43eohsFDsBQA>

# Final 2025 ATP Schedule

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Topic	Dates
Draft ATP Guidelines presented to Commission	January 25-26, 2024
Draft ATP Fund Estimate presented to Commission	January 25-26, 2024
Commission hearing and adoption of ATP Guidelines	March 21-22, 2024
Commission adopts ATP Fund Estimate	March 21-22, 2024
Call for projects	March 21-22, 2024
Scoring rubrics posted on Commission website	March 29, 2024
Large MPOs submit optional guidelines to Commission	May 10, 2024
Project application deadline	June 17, 2024
Commission approves or rejects MPO Guidelines	June 27-28, 2024

# Final 2025 ATP Schedule (cont.)



Topic	Dates
Staff recommendation for Statewide, Small Urban & Rural components and Quick-Build projects posted	November 1, 2024
Commission adopts Statewide, Small Urban & Rural components and Quick-Build projects	December 5-6, 2024
Projects not programmed distributed to large MPOs based on location	December 2024
Deadline for MPO draft project programming recommendations to the Commission	February 21, 2025
Deadline for MPO final project programming recommendations to the Commission	April 22, 2025
Recommendations for MPO Component posted	June 2, 2025
Commission adopts MPO selected projects	June 2025





# October 31 Workshop Recap

# USDOT ETC Explorer



- **USDOT Equitable Transportation Community (ETC) Explorer**
  - A census tract identified as among the most disadvantaged 25% in the state according to the ETC Explorer State Results (final index score must be greater than or equal to 3.43447). The map and data can be found on the United States Department of Transportation website.

Points	USDOT ETC Explorer	
0	Above 25% most disadvantaged	Less than 3.43447
1	20% to 25% most disadvantaged	3.43447 to 3.53701
2	15% to <20% most disadvantaged	3.53702 to 3.65156
3	10% to <15% most disadvantaged	3.65157 to 3.78569
4	<10% most disadvantaged	3.78570 or greater

# CEJST



- **Climate and Economic Justice Screening Tool (CEJST)**
  - A census tract identified as disadvantaged in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). The map can be found on the [federal Climate and Economic Justice Screening Tool website](#).

Points	Climate and Economic Justice Screening Tool
0	Weighted average of the number of DAC categories project census tracts qualify under is less than 1
1	Weighted average of the number of DAC categories project census tracts qualify under is at least 1 and less than 3
2	Weighted average of the number of DAC categories project census tracts qualify under is at least 3 and less than 5
3	Weighted average of the number of DAC categories project census tracts qualify under is at least 5 and less than 7
4	Weighted average of the number of DAC categories project census tracts qualify under is 7 or greater

# California Native American Tribes

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- Federally-recognized tribes are currently eligible for the ATP.
- A stakeholder requested expanding eligibility to California Native American Tribes (non-federally recognized).
- Commission staff is supportive of expanding eligibility to California Native American Tribes but more work is needed to resolve contracting issues.
- Commission staff will continue to work with our TAC, Tribal liaisons, and Tribal experts and bring this proposal back to Cycle 8.





# Equity Advisory Committee Briefing Recap

# EAC Briefing Recap

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- No specific requests to make changes to the Guidelines
- Interested in technical assistance and educational opportunities
- Interested in prioritizing worker safety during construction
- Interested in participating in application evaluations



# Anti-Displacement Resources Appendix

# Displacement in the ATP

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- Applicants are required to address displacement as part of the DAC question.
  - If displacement is not an issue, they applicant must explain why.
- Applicants have asked for more resources on displacement.



# Displacement – Evaluation Criteria

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- **Section 22, Scoring Criteria; Subparagraph A, Disadvantaged Communities**
  - **Benefit to Disadvantaged Communities.** The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants must also explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project. If displacement is not an issue, applicants must explain why it is not a concern for the community. **See Appendix E for anti-displacement resources.**

# Appendix E – Anti-Displacement Resources

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## Definitions

**Anti-displacement** – refers to various strategies, programs, and laws that intend to counteract the displacement pressures felt by individuals. Some examples include, but are not limited to rent assistance, subsidized housing, tenant protections, legal assistance to at-risk renters, rent stabilization, foreclosure prevention programs, and eviction prevention programs.

**Displacement** – refers to a situation in which households or businesses are involuntarily forced to relocate.

- Direct displacement may occur due to economic (foreclosure, rent increases, eviction, etc.) or physical reasons (environmental catastrophe, demolition of existing housing, etc.).
- Indirect or “exclusionary” displacement prevents people or businesses from moving into a neighborhood (i.e., excluded) because of high rents or other conditions they are unable to control or prevent, such as policies that prohibit overnight parking which may affect unhoused individuals that sleep in their vehicle.

Displacement effects can include homelessness, loss of community, loss of access to jobs and services, and loss of economic opportunity, and disproportionately affects historically marginalized groups.

# Appendix E – Anti-Displacement Resources

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## Resources

- **California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice** – Report detailing impediments to fair housing and recommendations for anti-displacement strategies may be accessed here: <https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf>
- **Urban Displacement Project** – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities, and may be accessed here: <https://www.urbandisplacement.org>
- **Framework for Evaluating Anti-Displacement Policies** – Criteria that can be utilized to better understand the ways that policy tools can be used to address the needs of vulnerable groups impacted by displacement, and may be accessed here: <https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-for-Evaluating-Anti-Displacement-Policies.pdf>
- **Greening Without Gentrification** – Ongoing University of California, Los Angeles study that identifies and classifies parks-related anti-displacement strategies, and may be accessed here: <https://www.ioes.ucla.edu/project/prads/>
- **Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive** – Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community and can be accessed here: <https://escholarship.org/uc/item/3gr006rd>



# Policy Clarifications



# Leveraging Clarifications

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- Section 8, Leveraging Funds

- The Commission will only consider cash funds for leveraging. Funds expended by the local agency for the Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimates (PS&E), and Right-of-Way (R/W) phases will be considered for leveraging even if the funds were expended before the application deadline. **Non-participating funds expended for ineligible costs and activities are not considered leveraging.**
- Except for State Transportation Improvement Program funding, the Commission will only consider funds that are not allocated by the Commission on a project-specific basis as eligible funds for leveraging points. The Commission will not consider in-kind, non-infrastructure, **staff time, or non-participating** funds as eligible for leveraging.

# PSR Equivalency

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- Section 13, Eligible Projects; Subsection 1, Infrastructure Projects
  - The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information". **Feasibility studies are not considered PSR equivalent documents.**

# Amendment Requests

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- Section 30, Amendment Requests
  - New language **in bold underline**:
    - Project amendments will be considered for ATP as follows:
      - Scope Changes – the Commission may consider changes to the scope of the project only as described below.
      - Funding Distribution Changes – the Commission may consider a request to move funds between phases after a project has been programmed only as described below.
      - Project Segmenting – the Commission may consider a request to segment a project into two or more segments only as described in subsection C below.

**The standard processing time for amendment requests is a minimum of 60 days.**

# Amendment Requests

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- Section 30, Amendment Requests, Subsection A, Scope Change Requests
  - Add the following sentence to the end of this section:
    - For more information on quick-build project scope change requirements, see Appendix D of these Guidelines.

# Construction Signage

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- Section 46, Project Applicant Responsibilities
  - Paragraph 3, changes in **bold underline** and ~~strikethrough~~:
    - For all projects receiving SB 1 funds, the implementing agency must include signage stating that the project was made possible by ~~SB 1—The Road Repair and Accountability Act of 2017~~ **Rebuilding California funds**. **All projects receiving Federal Trust funds (Infrastructure Investment and Jobs Act funding) must use the Investing in America logo in alignment with the Investing in America Signage Guidelines**. Construction project identification signage should be in compliance with applicable federal or state law and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. **Implementing agencies should refer to the Construction Project Funding Identification Sign website for construction sign details and requirements for projects regardless of funding source.**

# BIA and FTA Transfers

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- Section 31, BIA and FTA Transfers
  - New language in **bold underline**
    - An implementing agency may request to transfer programmed ATP funds to Bureau of Indian Affairs (BIA) or the Federal Transit Administration (FTA) if the BIA or FTA has greater expertise to administer a project, or if there may be cost savings associated with a project that has multiple components. The implementing agency shall notify Caltrans as early as possible following programming, so that funding eligible for transfer from Federal Highway Administration (FHWA) to the BIA or FTA can be assigned in a timely manner to the project. Caltrans shall make a recommendation to the Commission regarding the readiness of the project for allocation using the same criteria used by the BIA or FTA. The implementing agency should submit the BIA or FTA transfer form to Caltrans along with their allocation request. Caltrans shall add a “BIA Transfer” or “FTA Transfer” notation to the vote box for projects that will require a BIA or FTA Transfer. **Projects with BIA and FTA transfers must comply with the Active Transportation Program Guidelines and the SB 1 Accountability and Transparency Guidelines.**

# Allocations

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- Article VIII, Allocations
  - Additional language in **bold underline**
    - When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days. **Allocation request deadlines are outlined on the [Caltrans Active Transportation Program website.](#)**



# Next Steps

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- **Guidelines Workshop 6**  
November 16, 2023  
1:00 p.m. – 4:00 p.m.

# Staff Contacts

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# Thank You

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## More Information

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[catc.ca.gov](http://catc.ca.gov)

[catc.ca.gov/programs/active-transportation-program](http://catc.ca.gov/programs/active-transportation-program)

Email: [ctc@catc.ca.gov](mailto:ctc@catc.ca.gov)

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